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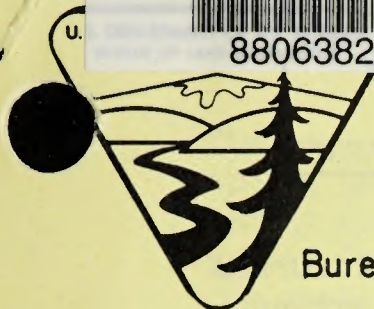
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TECHNICAL NOTE

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Bureau of Land Management U.S. DEPARTMENT OF THE INTERIOR

FORD VEHICLES, part I

1. HEATER MOTOR WITHOUT BLOWERS (All Ford "W" Series)

A separate heater motor is available from Autolite Ford for "W" series trucks. This motor may be used where replacement of the blowers is not required. The separate motor is listed under Part No. C7TZ-18527-B.

2. ENGINE OIL FILL (All 1969 Ford Econoline and Club Wagon)

To minimize the possibility of engine oil backing up into the carburetor air cleaner when rapidly filling the crankcase, the following precaution should be observed: remove the oil level indicator (dip stick) from the tube to allow entrapped air in the crankcase to escape.

The above precaution should be complied with particularly when adding two (2) or more quarts of oil at one time.

3. PRODUCT IMPROVEMENT - NEW MAGNETIC DONUT FOR WARNER GEAR TRANSMISSIONS (1968 Ford light trucks with Warner transmissions)

To increase bearing life and reduce failures caused by contaminated transmission lubricant a magnetic nut is being affixed to the inside bottom of the transmission case. This magnetic nut is not removable. During transmission tear-down it is only necessary to wipe off any accumulation of metal particles before reassembling the transmission.

The nut is being installed on various models of Warner transmissions, starting in May 1969, and will be standard in all Warner transmissions on 1969 models.

4. INCREASED BRAKE PEDAL EFFORT ON UNITS WITH POWER BRAKE (Ford cars with 6 cylinder engines and power brakes)

Increased pedal effort at high mileages may be due to carbon build-up in the inlet fitting at the carburetor base. When the emission system is serviced (12,000 mile intervals), the brake booster fitting should be cleaned. This can best be done by probing the inlet nipple with a flexible wire or a stiff bottle brush.

5. ALTERNATOR REGULATOR DAMAGE CAUSED BY IMPROPER WIRING HARNESS ROUTING (All 1968 Ford vehicles)

Alternator regulator failures can result from pinches, cut or burned wires caused by improper routing of the wiring harness. To prevent recurring regulator failures the wiring harness between the alternator and regulator should be carefully inspected, during any repair involving the charging system, to be certain that it is routed properly.

Specific checks that should be made are listed below:

Check wiring behind alternator for cuts or burns at cylinder head or exhaust manifold on 8 cylinder engines.

Check wiring on all vehicles where alternator wiring crosses front of vehicle to get to the regulator location.

6. FLOOR PAN FLANGE INTERFERES WITH OIL FILTER (Ford 1969 Econoline, all models equipped with 8 cylinder engines built prior to March 5, 1968)

Field reports indicate that on some 1969 Econoline vehicles equipped with an 8 cylinder engine that L.H. floor pan flange interferes with the oil filter.

If this interference condition is noted, rework the floor pan flange where necessary.

7. REAR WHEEL SEAL AND WEAR SLEEVES (All Ford medium, heavy and extra heavy trucks built after December 18, 1967)

All medium, heavy and extra heavy trucks built after December 18, 1967 have a new synthetic inner wheel seal assembly and wear sleeve compatible to wet wheel (oil lubricated) bearing installation. The wheel bearings are lifetime lubricated with rear axle differential carrier lubricant flowing to both left and right wheels through the rear axle housing tube. Listed in the accompanying chart are the seal assemblies and wear sleeves (wipers) which have been released.

These wear sleeves must be installed "squarely" on the axle housing. The sleeves are designed with flanges to eliminate the possibility of installing the sleeves backwards. Although preservative has been applied to the wear sleeve prior to packaging, it is recommended that a light oil (SAE 10 or equivalent) be applied to the sleeve to facilitate assembly to the axle housing. After installation, the clearance between the end of the sleeve and inner wheel bearing shoulder should be 0.010 to 0.025 inches.

The seal assembly is to be installed in the wheel hub. The garter spring should be checked to assure the spring is in the spring groove behind the primary seal lip. Before installing the wheel, apply grease (conforming to Specification ESA-M1C75-B) between the lips of the seal. The outer wheel seals are to be removed.

The wheel bearings are to be thoroughly cleaned and repacked with lithium base grease ESA-M1C75-B before installing the wheel assembly. Lithium base grease ESA-M1C75-8 is not compatible with sodium base grease ESA-M1C60-A. These two greases should not be mixed. However, either grease is compatible for use with the rear axle lubricant.

These synthetic wheel seals are of a softer material than the previously released leather seals and may be more rapidly damaged when the wheel is installed to the axle housing. To prevent damage to the primary and secondary lips of the seal assembly, a locator sleeve or tool should be used to guide the hub and drum onto the axle.

A new seal should be installed whenever a wheel is removed, for brake inspection, adjustment, etc.

These wear sleeves and seal assemblies may also be installed on past models. On vehicles where the wheel seal journal surface on the axle is badly grooved, remove sharp edges, nicks, rough surfaces, etc. Apply a thin coat of Permatex No. 2 to the seal sleeve on the housing. After the sleeve is installed remove all Permatex from it.

PREMATURE BRAKE DRUM WEAR AND/OR NOISE DURING
BRAKE APPLICATION
(ALL 1965 THROUGH 1968 FORD F100/300)

A new lining material is being used in 1968 light trucks which increases drum life and/or eliminates noise. It is available in service stock for past model vehicles. The following application chart covers 1965 through 1968:

Year	Model	Size	Shoe & Lining Part Number
1965 thru 1967	F-100 4 x 2	11 x 2 Front 11 x 1-3/4 Rear	C6TZ-2001-L C6TZ-2200-E
1968	F-100 4 x 2	11-1/32 x 3 Front 11-1/32 x 2-1/4 Rear	C8TZ-2001-A C8TZ-2200-B
1965 thru 1967	F-100 4 x 4	11 x 2 Front 11 x 1-3/4 Rear	C8TZ-2001-B C8TZ-2200-C
1968	F-100 4 x 4	11 x 2 Front 11-1/32 x 2-1/4 Rear	C8TZ-2001-B C8TZ-2200-D
1965 thru 1968	F-250 4 x 4	12-1/8 x 2 Front 12 x 2-1/2 Rear	C7TZ-2001-J C7TZ-2001-G
1965 thru 1968	F-250	12-1/8 x 2 Front and Rear	C7TZ-2001-J
1966 thru 1968	F-250-HD	12 x 2-1/2 Front and Rear	C7TZ-2001-G*
1967 & 1968	F-350	12 x 3 Front and Rear	C7TZ-2001-H

*This kit includes two (2) brake shoe hold down springs.

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